Brenner Basistunnel

Innsbruck/Fortezza

Strategischer Knotenpunkt Mauls BBT (Südtirol)
© BBT SE

Type of building:
Rail railway connection

Clients and Developers:
Galleria di Base del Brennero - Brenner Basistunnel BBT SE
www.bbt-se.com

Completion:
2026

Below the Brenner Pass the world's longest underground rail link for goods and passenger traffic is being built.

An Austrian-Italian joint project in under way below the Brenner Pass to build a railway tunnel for freight and passenger traffic - the Brenner base tunnel. The tunnel will reach a length of approximately 60 km, and the completion of the construction work is anticipated by 2025.

So-called tubbings for the concrete segments of the outer shell of the tunnel will be prefabricated in a precast plant. Since 2015, MAX FRANK delivers single spacers made of cast concrete for these precast concrete elements for the BBT. Spacers are used to ensure compliance of the concrete cover of reinforced concrete components prior to and during the concreting process.

The MAX FRANK spacers made of cast concrete meet the following quality requirements:

- **Fire resistance:** All MAX FRANK cast concrete spacers meet the highest quality requirements according to EN 13501-1:2002 – Class A1.
- **Sulphate resistance:** MAX FRANK produces spacers with special mixtures, which fulfil the requirements for chemical attack by sulphate.

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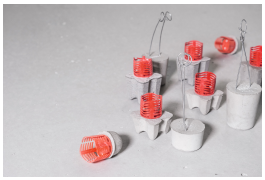
BUILDING COMMON GROUND MAX FRANK

Products used:



Cast concrete spacers

Strategic junction Mauls BBT (South-Tirol)
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Construction work in BBT, Area Mauls (South-Tirol)
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